

ARTICLE 3

SUBDIVISION DESIGN PRINCIPLES AND STANDARDS

Sections:

- 3.01 Purpose**
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Section 3.01 Purpose

The purpose of subdivision regulation is to create functional, attractive developments, minimize adverse impacts on the community, and to ensure that future subdivisions will conform to the community's expectations. To accommodate this purpose, all subdivision plats shall conform to the following standards, which are designed to result in a well-planned community without adding unnecessarily to development costs.

Section 3.02 Introduction

Every subdivision shall conform to the goals and objectives of the General Plan, the Zoning Ordinance, other ordinances and regulations of the Town, and to the *Arizona Revised Statutes*.

- A.** Where the tract to be subdivided contains all or any part of the site of a park, school, flood control facility, or other public area as shown on the General Plan or as recommended by the Town Council, such site is to be reserved for acquisition by the appropriate agency within a specified period of time. An agreement should be reached between the subdivider and the appropriate public agency regarding time, method, and cost of such acquisition (See Article VII).
- B.** Land which is subject to periodic flooding, land which cannot be properly drained, or land which is otherwise unsuitable for residential, commercial or industrial uses shall not be subdivided; except that the Town Council may approve the subdivision of such land upon receipt of evidence, including subdivision construction assurances satisfactory to the Town Engineer that the construction of specific improvements will render the land suitable. The construction of subdivision improvements shall not commence until after final plat approval and financial assurances have been secured to the satisfaction of the Town Engineer.

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Section 3.03 Subdivision Site Design Standards

A. Site Analysis:

Narrative and graphic (mapped) representations, as applicable, shall be submitted that describe the characteristics of the development site, which includes the site location; any unusual geology or soils; topography; the presence of any endangered or threatened species or habitat as identified on federal or state lists; existing significant vegetation and rock outcroppings, structures, and road networks; unusual or extraordinary visual features; and past and present use of the site. See Article II, Section 203 H.

B. Subdivision Design:

- 1.** Design of the development shall take into consideration the General Plan, any area specific plan approved for the site, and other regulations controlling the development of the subject land.
- 2.** Development of the site shall be based, among other criteria, on the environmental site assessment. To the maximum extent practicable, development and other disturbance activities shall be located:
 - a.** To preserve the natural features of the site (such as significant vegetation and rock outcroppings), and;
 - b.** To avoid areas of environmental sensitivity (such as slopes in excess of thirty percent, and;
 - c.** To avoid undisturbed wash channels, and to minimize disturbance and alterations of natural features.
- 3.** The following specific areas shall be preserved as undeveloped open space, to the extent consistent with the reasonable utilization of land, and in accordance with applicable state or local regulations.

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- a.** Significant vegetation;
 - b.** Significant rock outcroppings;
 - c.** Lands in the flood plain, as defined by state or local regulations;
 - d.** Steep slopes in excess of 10 percent as measured over two-foot the contour intervals to the extent required in Article V. Appropriate engineering measures to ensure slope stability, resident safety and erosion prevention shall be required where disturbance or development activities are proposed in areas having slopes in excess of 10 percent;
 - e.** Habitat of endangered wildlife, as identified on federal or state lists.
- 4.** The development shall be designed to:
 - a.** Avoid adversely affecting ground water and aquifer recharge;
 - b.** Reduce cut and fill grading;
 - c.** Avoiding unnecessary impervious cover;
 - d.** Prevent flooding;
 - e.** Provide adequate access to lots and sites, and;
 - f.** Mitigate adverse effects of noise, traffic, drainage, and utilities on neighboring properties.
 - g.** Conform to the Storm Water Pollution Protection Plan if one is required for the development.
- 5.** Residential lots shall front and take all access on public or approved private streets classified as and developed to hillside local, local, minor collector or limited collector roads standards. Residential lots shall not front or take any access from streets classified as major collector or arterial streets.

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- 6.** A non-buildable parcel, easement or additional right-of-way equal to the street side setback of the zoning district, or twenty feet, whichever is greater, shall be platted between any street side or rear-yard property line of any developable lot and the right-of-way line of any major collector or arterial street (See Exhibit 21).
- 7.** Every lot shall have frontage onto a fully improved, publicly dedicated and accepted right-of-way that meets all Town of Fountain Hills street standards. Private streets that meet Town of Fountain Hills street standards may provide frontage to lots if the development is approved through the Planned Unit Development process.
- 8.** The Town Council, through the Planned Unit Development process as described in Chapter 2 of The Zoning Ordinance for the Town of Fountain Hills, may vary lot areas and dimensions, yards, and setbacks from the standards specified in the zoning district(s) in effect over the area considered for subdivision. The purpose of such variations shall be to encourage and promote flexibility, economy, and environmental soundness in layout and design, provided that the average lot areas and dimensions, yards, and setbacks within the subdivision conform to the minimum requirements of the Town of Fountain Hills development regulations, and provided that such standards shall be appropriate to the type of development permitted.
- 9.** Commercial and industrial developments shall be designed according to the same principles governing the design of residential developments; namely, buildings shall be located according to topography, with environmentally sensitive areas avoided to the maximum extent practicable; factors such as drainage, noise, odor, and surrounding land uses considered in siting buildings; sufficient access shall be provided; and adverse impacts buffered.

C. Circulation System Design:

- 1.** The road system shall be designed to:
 - a.** Permit the safe, efficient, and orderly movement of traffic;

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- b.** Meet, but not exceed the needs of present and future population served;
 - c.** Have a simple and logical pattern;
 - d.** Respect natural features and topography, and;
 - e.** Present an attractive streetscape.
- 2.** In residential subdivisions, the road system shall be designed to serve the needs of the neighborhood and to discourage use by through vehicular traffic.
- 3.** A pedestrian circulation system shall be located as required in Section 3.06 of this Ordinance. In Planned Unit Developments sidewalks may be placed away from the road system, but they may also be required parallel to the street for safety reasons.
- 4.** Off-road bicycle and/or hiking trails shall be required only if specifically indicated in the General Plan.

D. Landscape Design:

- 1.** Reasonable landscaping should be provided at site entrances, disturbed common areas, and in disturbed public areas as specified in Article VI of this ordinance. The type and amount of landscaping required shall be allowed to vary with the type of development.
- 2.** The plant or other landscaping material that best serves the intended function shall be selected. Landscaping material shall be appropriate for the local environment, soil conditions, and availability of water. Landscaping for projects, other than single-family or two-family residences, shall be in accordance to a landscape plan approved by the Town.
- 3.** Extraordinary revegetation methods and materials shall be utilized to revegetate disturbed areas visible from outside of the subdivision boundaries.

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Section 3.04 Street Location and Arrangement

- A.** Street layout shall provide for the continuation of such streets as the General Plan or Engineering Department may designate.
- B.** There shall be no development of roadways built to collector or arterial standards unless that roadway development and precise roadway alignment is separately approved by, and at the sole discretion of, the Town Council prior to preliminary plat approval.
- C.** No street shall be approved as a "half street". The boundaries of a subdivision or a separate concurrent dedication shall provide for the full width of any necessary street dedication. Exceptions to the regulation shall only be granted when an existing half street dedication adjoining a proposed subdivision is in place and the Town is thereby assured of a full street right-of-way dedication upon approval of the final plat.
- D.** Certain proposed streets, as designated by the Town, shall be extended to the tract boundary to provide future connection with adjoining unsubdivided lands.
- E.** Local streets shall be so arranged as to discourage their use by through traffic.
- F.** Where a proposed subdivision abuts or contains an existing or proposed arterial or major collector right-of-way, non-buildable parcels equaling at least the depth of the minimum street side-yard setback of the base zoning district, or 20 feet, whichever is greater, shall be platted with Non-Vehicular Access Easements along the arterial or major collector right-of-way. Other treatment as may be justified for protection of residential properties from the nuisance and hazard of high volume traffic, and to preserve the traffic function of the arterial or collector street may be required by the Town Engineer.
- G.** Where a subdivision abuts or contains the right-of-way of a limited access highway, or abuts a commercial or industrial land use, the subdivider may be required to locate a street approximately parallel to and on each side of such right-of-way at a distance suitable for appropriate use of the intervening land. Such distance shall be determined with due regard for approach grades, drainage, bridges, or future grade separations.

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- H.** Streets shall be so arranged in relation to existing topography as to produce desirable lots of maximum utility, streets of reasonable gradient, and the facilitation of adequate drainage:
- I.** Where private streets are approved through the Planned Unit Development Process, such streets shall be constructed to Town public street specifications and shall be placed into specific "street tracts" of land. Statements shall be contained on the plat and in both the deed restrictions and the homeowners' association by-laws that those streets are declared private subject to an easement authorizing use by emergency and public service vehicles, and remain the permanent responsibility of the homeowners association. If at any time the streets are dedicated to and accepted by the Town, the streets must first be developed to at least the minimum standards specified by the Town at the time of dedication.

Section 3.05 Street Design

A. Cul-de-Sacs: The design of streets shall conform to standards established by this Ordinance.

- 1.** Hillside-local cul-de-sac streets shall terminate in a circular right-of-way, 40 feet in radius, with an improved traffic turning circle 35 feet in radius (See Exhibit 1).
- 2.** Local cul-de-sac streets shall terminate in a circular right-of-way, 45 feet in radius, with an improved traffic turning circle 40 feet in radius (See Exhibit 2).
- 3.** Maximum length of cul-de-sac streets.
 - a.** The following types of roads are not cul-de-sacs, nor shall they be included in the ultimate length of a cul-de-sac:
 - 1.** A "through street" as defined in Article I that is built to Town hillside local, local or minor collector roadway standards, or;
 - 2.** A limited collector road built to Town limited collector road standards, or;

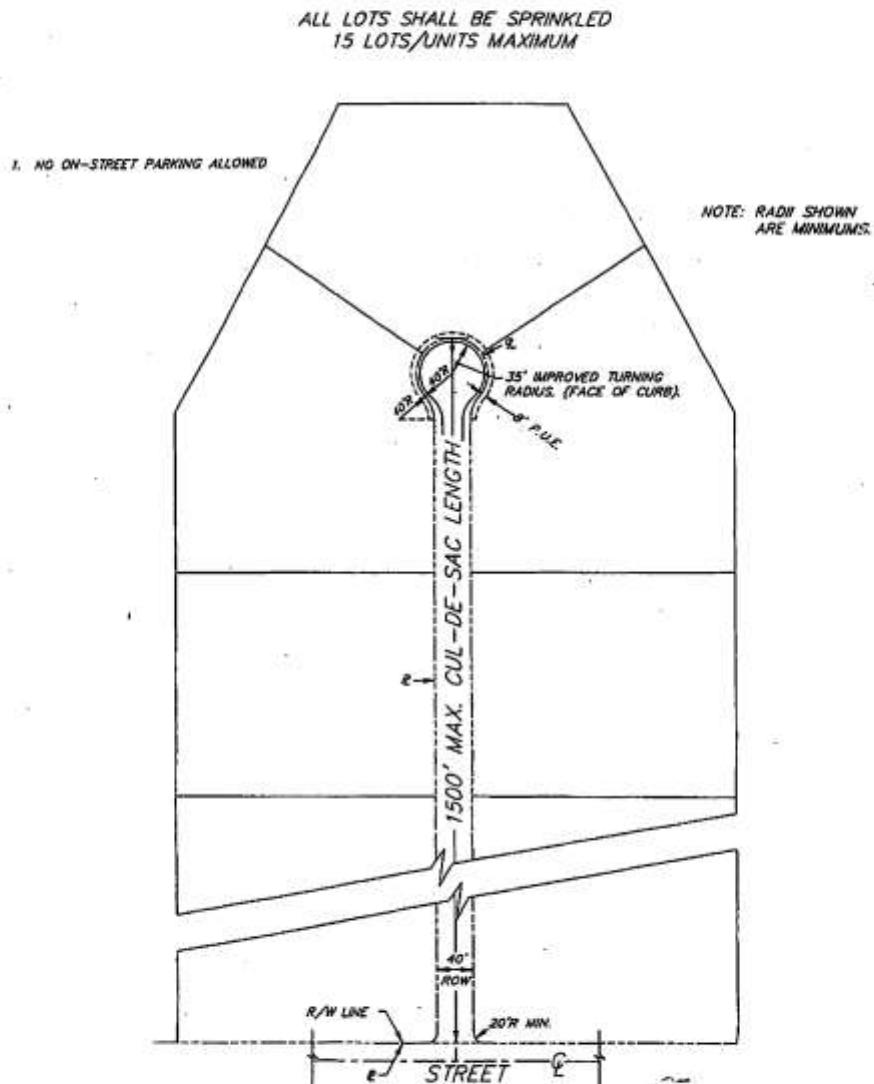
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- 3.** A major collector road built to Town major collector road standards, or;
 - 4.** An arterial road built to Town arterial road standards.
- b.** Cul-de-sac streets built to hillside-local road standards shall not exceed 1,500 feet in length, nor shall the cul-de-sac serve more than 15 lots or units (See Exhibit 1).
 - c.** Cul-de-sac streets built to local and minor collector road standards shall not exceed 1,500 feet in length, nor shall the cul-de-sac serve more than 25 lots or units (See Exhibit 2).
 - d.** The ultimate, cumulative length of a cul-de-sac street or streets shall be measured from the intersection of right-of-way lines of the cul-de-sac street and that of a "through street", limited collector, major collector or arterial roadway to the end(s) of the turning circle(s) of the cul-de-sac bulb(s) along the street centerline. (See Exhibits 1, 2 and 3).

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Exhibit 1
HILLSIDE LOCAL ROAD CUL-DE-SAC
DESIGN REQUIREMENTS



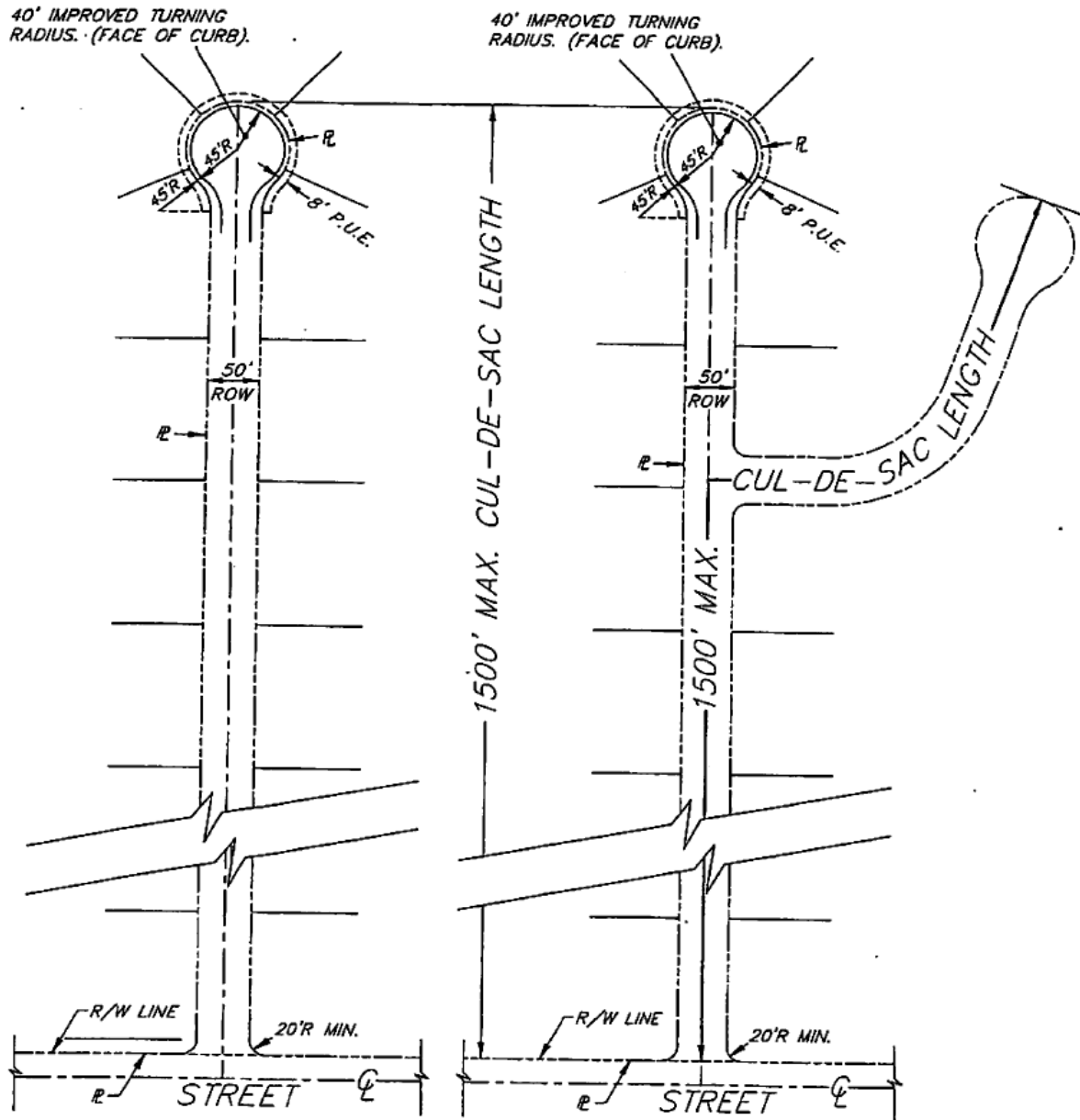
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Exhibit 2

**LOCAL AND MINOR COLLECTOR ROAD
CUL-DE-SAC DESIGN REQUIREMENTS**

ALL LOTS SHALL BE SPRINKLED
25 LOTS/UNITS MAXIMUM



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- e.** Limited collector roadways shall not be longer than 2,000 linear feet as measured from the intersection of the roadway from a major collector or arterial roadway. Limited collector roadways are not included in cul-de-sac length, but not more than 90 lots shall utilize this roadway for vehicular access beginning at the point at which the limited collector intersects with a major collector or arterial roadway. The development of and precise alignment of limited collector roadways can only be approved at the discretion of the Town Council. Limited collector roadways shall only be used to provide access to a cul-de-sac subdivision located within a single-family zoning district. Separate Town Council approval of the use and exact alignment of limited collector roadways must be gained prior to preliminary plat approval of the subdivision within which the limited collector is proposed. (See Exhibit 3)

- 4.** Sharp changes in alignment shall be avoided, but where necessary, corners shall be cut off 25 feet on each side to permit safe vehicular movement, except a greater distance shall be provided where specified by the Town Engineer.

B. Grades:

- *1.** The maximum grade of a street is as follows:
 - a.** Arterial Streets: As determined by the Town Engineer.
 - b.** Major Collector Streets: Ten percent
 - c.** Minor Collector Streets: 12 percent
 - d.** Local Streets: 12 percent
 - e.** Hillside-local Streets: In subdivisions where the natural slope of at least 75 percent of the gross subdivision size is 10 percent or greater, and with the Town Engineer's approval, hillside local streets may be utilized. The maximum street grade shall not exceed 12 percent. Short road sections that are less than 400 feet long may have a continuous grade of between 12 and 15 percent. Those street grades and road sections between sections of streets exceeding 12 percent, regardless of their length, shall not exceed 12 percent nor

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shall they be less than 400 feet in length.

2. Minimum grade for all streets shall be one percent.
3. Exceptions: Where rigid adherence to these standards causes unreasonable or unwarranted hardship in design or cost without commensurate public benefit, exceptions, with a recommendation by the Town Engineer, may be made by the Town Council.

C. Vertical Curves:

1. Arterial streets: As determined by Town Engineer.
2. Collector and local streets: Minimum length 100 feet except in cases approved by Town Engineer.
3. Hillside-local streets: As approved by the Town Engineer.

D. Horizontal Alignment:

1. When tangent centerlines deflect from each other more than one degree and less than 90 degrees, they shall be connected by a curve with a minimum centerline radius of 300 feet and a minimum centerline length of curve of 100 feet for local streets (See Exhibit 11). When tangent centerlines on arterial and collector streets deflect from each other more than ten degrees and less than ninety degrees, they shall be connected by a curve with a minimum centerline length of curve based on the data in the Curve Table (See Table 1 and Exhibit 11).
2. A tangent is not required between reverse curves on a local street. Between reverse curves on collector and arterial streets refer to the Curve Table (See Table 1 and Exhibit 11).
3. Streets intersecting an arterial street shall do so at an angle of ninety degrees. Intersections of other streets shall not vary from ninety degrees unless otherwise approved by the Town Engineer (See Exhibit 11).
4. Street jogs with centerline offsets shall be not less than 125 feet between local streets and between collector streets having a 40-foot pavement width. On all other collector streets, offsets shall be not less than 250 feet. On arterial streets, offsets shall be

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not less than 325 feet, unless otherwise approved by the Town Engineer (See Exhibit 12).

- 5.** Local street intersections with four legs and all collector and arterial street intersections shall be designed to comply with the curve and tangent section requirements give in the Curve Table of this Section, unless otherwise approved by the Town Engineer (See Exhibit 11).

Table 1
ROAD STANDARDS TABLE

Street Type (Pavement width)	Right-of- Way ²	Maximum 2-Way ADT	Minimum Design Speed	Maximum Roadway Length	Minimum Radius	Minimum Horizontal Curve Length	Reverse Curve Tangent ¹
Hillside- Local (26')	40'	300'	20 MPH	1,500'	100'	100'	0'
Local (32')	50'	700	25 MPH	1,500'	200'	100'	0'
Limited Collector (40')	82'	900'	25 MPH	2,000'	200'	100'	0'
Minor Collector (40')	60'	5,000'	30 MPH	1 Mile	300'	*	150'
Major Collecto (56')	100'	7,000'	35 MPH	2 Miles	500'	*	150'
Minor Arterial (80')	130'	22,000'	45 MPH	--	*	*	*
Principal Arterial (108')	160'	45,000"	50 MPH	--	*	*	*

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Notes:

- ¹ Minimum length of tangent between curves in opposite directions (reverse curves). Reverse curves without tangent section between the curves are not permitted, except on local streets.
- ² Fourteen foot wide landscaped medians are required on limited collector roadways. 16 foot wide landscaped medians are required on major collector and minor arterial roadways. 20 foot wide landscaped medians are required on principal arterial roadways. All median widths are included in the pavement width as shown on the typical sections.
- * Per the Town Engineer.

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Exhibit 4
HILLSIDE-LOCAL ROAD TYPICAL SECTION

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Exhibit 5
LOCAL ROAD TYPICAL SECTION

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Exhibit 6

LIMITED COLLECTOR ROAD TYPICAL SECTION

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Exhibit 7

MINOR COLLECTOR ROAD TYPICAL SECTION

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Exhibit 8
MAJOR COLLECTOR ROAD WITH BICYCLE LANES TYPICAL SECTION

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Exhibit 9
MINOR ARTERIAL ROAD WITH BICYCLE LANES TYPICAL SECTION

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Exhibit 10

PRINCIPAL ARTERIAL ROAD WITH BICYCLE LANES TYPICAL SECTION

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Exhibit 11
CURVE DATA FOR LOCAL ROADS

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Exhibit 12
**MINIMUM CENTERLINE OFFSETS FOR LOCAL,
COLLECTOR AND ARTERIAL ROADS**

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- 6.** Local streets intersecting any street shall have a tangent section of centerline at least 150 feet in length measured from the right-of-way line of the intersecting street; except that no such tangent is required when the local street curve has a centerline radius of 400 feet or greater and is the terminating street at a "tee" intersection, with the center located on the intersecting street right-of-way line. Where topographic conditions make necessary other treatment to secure the best overall design, these standards may be modified by the Town Engineer (See Exhibit 11).
 - 7.** Street intersections with more than four legs and Y-type intersections where legs meet at acute angles shall be prohibited. Intersections on the inside of a horizontal curve on arterial, collector, or local streets shall be avoided, unless otherwise approved by the Town Engineer (See Exhibit 13).
 - 8.** At all street intersections, property line corners shall be rounded by a circular arc, said arc having a minimum radius of 15 feet or by a cut-off whose tangent lengths would be equal to those of a rounded corner (See Exhibit 15).
 - 9.** All street intersections shall be designed to meet minimum sight distance visibility requirements (See Exhibit 16).
- E. Bicycle Lanes:** Bicycle lanes shall be required on both sides of all major collector and all arterial roads, as shown in the typical sections for those roadway classifications in Exhibits 8 through 10.
- F. Private Streets:** Private streets shall conform to above stated design standards. Private streets shall be placed within their own parcel or tract of land and shall only be approved through a Planned Unit Development. Where site conditions necessitate unique design solutions, modifications may be approved by the Town Engineer.

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Exhibit 13
PROHIBITED INTERSECTIONS

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Exhibit 14
CUL-DE-SACS
FOR LOCAL ROADS

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Exhibit 15
LOT DESIGN – GENERAL

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Exhibit 16
SIGHT DISTANCE REQUIREMENTS

Section 3.06 Pedestrian Circulation Systems

- A.** Sidewalks shall be required on both sides of all streets located in all multi-family, commercial and industrial zoning districts.
- B.** Subdivisions located in residential and open space recreational zoning districts are required to place sidewalks in accordance with the sidewalk regulations provided in this Section.
- C. Sidewalk Standards:** Sidewalks, when required, should conform to the following standards, unless otherwise allowed:
 - 1.** The material shall be Class A concrete, per MAG Detail 220, or concrete pavers that are at least four inches thick. Concrete or decomposed granite sidewalks may be allowed for long, wide walkways in wash corridors, particularly where utility vehicle usage is needed.
 - 2.** Meandering walkways are preferable to curb-side walkways, where consistent with topography, rights-of-way, and existing development. Meanders should maintain 1-foot minimum from the property line or the back of a sidewalk easement, and should be curbside at all intersections and at all industrial, commercial and multi-family driveways.
 - 3.** The unobstructed width shall be as follows:
 - a.** Five feet on local streets (See Exhibits 4 and 5).
 - b.** Six feet on limited collector streets (See Exhibit 6).
 - c.** Eight feet on minor and major collector streets (See Exhibits 7 and 8).
 - d.** Eight feet on arterial streets (See Exhibits 9 and 10).
 - e.** Eight feet for off-street bicycle use.
 - f.** Ten feet for combined pedestrian/utility vehicle use.
 - g.** Sidewalks wider than eight feet may be required in areas determined by the Town Engineer to be heavy pedestrian usage areas.

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D. Sidewalks shall be developed in the following manner:

- 1.** Sidewalks shall be required to be built on both sides of all arterial and collector streets, regardless of their location, zoning or the number of lots on the street.
- 2.** Sidewalks shall be required to be built on both sides of any local street located within any industrial, commercial or multi-family zoning district. Sidewalks shall also be required to be built on both sides of any local street within a single-family residential zoning district if that street has developable lot frontages averaging 80 feet or less, regardless of the street's location, zoning or the number of lots on the street.
- 3.** Sidewalks shall be required to be built on at least one side of any local street that is within or abuts a single-family residential zoning district that has developable lot frontages averaging over 80 feet, regardless of the lots' location or the number of lots on the street.
- 4.** Sidewalks shall be required to be built on at least one side of any "connecting street".
- 5.** Sidewalks shall not be required to be built on a "dead-end street" having developable lot frontages averaging 80 feet or more, if there are ten or less developable lots on the "dead-end street" and the land on each side of the street is within a single-family residential zoning district and/or the Open Space Recreational Zoning District.
- 6.** Sidewalks to complete existing or planned pedestrian linkages, or sidewalks leading to a significant pedestrian traffic generator, shall be required to be built in accordance with an adopted pedestrian sidewalk or trail plan.
- 7.** The Town Council may require the construction of a five foot wide concrete sidewalk to connect dead-end street bulbs with adjacent streets or other public property if the two street rights-of-way are less than 250 feet apart. If the average slope between the two streets is greater than 15 percent, an eight foot wide decomposed granite path shall be used in lieu of the concrete sidewalk (See Exhibit 18).

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- 8.** In Planned Unit Developments, sidewalks may be located outside of road rights-of-way, but they may also be required parallel to the street and within the street rights-of-way for safety reasons.
- E.** The following definitions shall be utilized only as they pertain to Section 3.06. Sidewalks:
- 1. Connecting Street:** Any street segment located between two street intersections.
 - 2. Dead-End Street:** Any street segment located between a street intersection and a street terminus.
- F.** Any regulation contained within Section 3.06. Sidewalks may be waived by the Town Council.

Table 2

SIDEWALK TABLE

Zoning District	Hillside Local (1)	Local (1)	Limited Collector	Minor Collector (2)	Major Collector (2)	Minor Arterial	Prin. Arterial
Industrial	N/A	5'	N/A	8'	8'	8'	8'
Commercial	N/A	5'	N/A	8'	8'	8'	8'
Multi-Family	N/A	5'	N/A	8'	8'	8'	8'
OSR	5'	5'	6'	8'	8'	8'	8'
Single-Family	5'	5'	6'	8'	8'	8'	8'

Notes:

- 1.** A sidewalk is required on only one side of dead-end hillside local and local streets in single-family zoning districts with developable lots frontages averaging over 80 feet. No sidewalks are required on dead-end hillside local and local streets in single-family zoning districts with developable lot frontages averaging over 80 feet if there are ten or fewer lots having frontage on the dead-end street.
- 2.** Eight foot wide sidewalks are required on both sides, however one side may be reduced to six feet at the discretion of the Town Council.

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Section 3.07 Block Design

- A.** The maximum length of blocks measured along the centerline of the street, and between intersecting non-cul-de-sac street centerlines, is 3,000 feet; except that in a development with buildable lot frontages averaging 250 feet or more, or where conditions warrant, this maximum may be exceeded by 500 feet. Blocks shall be as long as reasonably possible under the circumstances within the above maximums in order to achieve depth and possible street economy and to reduce the expense and safety hazard arising from excessive street intersections (See Exhibit 17).
- B.** Pedestrian/Bicycle Trails. Pedestrian/bicycle trails, other than and including sidewalks within street rights-of-way, with widths of eight to 12 feet may be required where essential for circulation, or access to schools, playgrounds, shopping centers, transportation, other community facilities or where called for in the General Plan. Pedestrian/bicycle trails may also be used for utility and drainage purposes if so noted on the plat and approved by the Engineering Department (See Exhibit 18).

Section 3.08 Lot Planning

- A.** Lot width and area shall comply with the minimum requirements of the Zoning Ordinance, including subsection H. below, and shall be appropriate for the location and character of development proposed and for the type and extent of street and utility improvements being installed. In general, urban densities must have urban street and utility improvements. The term "urban improvements" is interpreted to mean paved and curbed streets, sidewalks, local storm drainage system, public water supply, fire protection and public sanitary sewerage. Street lights may be required at the direction of the Town Council.

Where steep topography (exceeding 10 percent), unusual soil conditions, drainage problems, abrupt changes in land use or heavy traffic on adjacent streets or any other condition exists or can be shown to occur that would not allow a lot to be buildable without some variance or waiver, the Town Council may deny the creation of the lot.

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- B.** All proposed lots must be developable without the need of a variance, waiver or any further discretionary approvals from the Town. Prior to final plat approval the Town may require additional documentation, including but not limited to engineered concept site plans, for lots with questionable developability.
- C.** All lot depths shall be at least 95 feet and the depth-to-width ratio of the usable area of the lot not greater than three to one (See Exhibit 19).
- D.** All lots shall have frontage as required by the appropriate zoning district on a fully dedicated, accepted and improved public street that meets all Town requirements unless otherwise approved through a Planned Unit Development (See Exhibit 19).
- E.** Side lot lines shall be substantially at right angles or radial to street lines, except where other treatment may be justified in the opinion of the Town Council (See Exhibit 20).
- F.** Through lots shall not be permitted. An undevelopable tract of land, at a minimum depth equal to at least 20 feet or the street-side yard setback requirement of the zoning district within which the subdivision is located, shall be shown on the final plat between the rear and street side lot line(s) of all lot(s) and the abutting street right-of-way (See Exhibit 21). In subdivisions where all of the lots are at least 18,000 square feet in size and are not graded with the subdivision improvements, a no-build or other comparable easement may be platted, at the Town's discretion, instead of the separate tract of land.
- G.** Single residential lots on curvilinear streets shall have rear lot lines consisting of a series of straight lines with points of deflection occurring only at the junction of side and rear lot lines unless otherwise approved. Curvilinear rear lot lines with a minimum radius of 800 feet will be permitted (See Exhibit 22).
- H.** In addition to meeting the minimum lot width and lot area regulations of the Zoning Ordinance, any proposed single-family zoned lot shall have a lot width and lot size that is consistent with the lot widths and lot sizes of existing platted lots in the immediate vicinity. Lot width consistency shall mean that no lot shall be created having less than ninety (90) percent of the lot width of the average of all platted lots in the same zoning district that are located within 800 feet of the proposed lot. Lot size consistency shall mean that no lot shall be created having less than

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ninety (90) percent of the lot size of the average of all platted lots in the same zoning district that are located within 800 feet of the proposed lot.

Section 3.09 Easement Planning

A. Easements for utilities shall be provided as follows:

- 1.** Along all local streets, minimum eight-foot wide public utility easements (PUE's) shall be provided wherever sidewalks are required. Along arterial, collector and other major thoroughfares, easement widths shall be as determined by the Town Engineer.
- 2.** In Planned Unit Developments (PUD's), commercial and industrial centers and other similarly developed projects, easement location and widths other than those along public streets will be determined by the Town Engineer.
- 3.** Other easements deemed necessary to provide utility or other services shall be provided as required by the Town Engineer.

B. For lots facing on curvilinear streets, utility easements shall consist of a curved line parallel to the front property line and a series of straight-line segments or a curved line parallel to the rear property lines as may be required to complete an existing easement system.

C. Where a stream or important surface drainage course abuts or crosses the tract, dedication of a drainage easement of a width sufficient to permit widening, deepening, relocating, or protecting and maintaining said watercourse shall be required.

D. Land within a major drainage, flood, or transmission easement shall not be considered a part of the minimum required lot area except where lots exceed one-half acre in area (See Exhibit 23).

E. If ten foot PUE and DE easements exist in adjacent subdivisions, the pattern shall be continued unless otherwise approved by the Town Engineer.

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Exhibit 17
MAXIMUM BLOCK LENGTHS

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Exhibit 18
PEDESTRIAN / BICYCLE TRAILS

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Exhibit 19

LOT DESIGN

(DEPTH & WIDTH RATIO AND LOT ACCESS)

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Exhibit 20
RESIDENTIAL LOT DESIGN:
WIDTH & DEPTH MINIMUMS

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Exhibit 21
INTERSECTIONS:
MAJOR COLLECTOR AND ARTERIAL ROAD

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Exhibit 22
RESIDENTIAL REAR LOT LINES
(CURVED AND STRAIGHT)

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Exhibit 23
USABLE LOT AREA

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Exhibit 24
STREET DRAINAGE
FOR LOCAL ROADS NO. 1

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Exhibit 25
STREET DRAINAGE
FOR LOCAL ROADS NO. 2

Fountain Hills Subdivision Ordinance

ARTICLE 3

Section 3.10 Street Naming

- A.** The subdivider shall indicate the street name for public streets on the preliminary plat by projecting existing north-south and east-west street names that fall in alignment. When no current streets are in alignment, the subdivider may propose a name based on the Town of Fountain Hills street naming policy. All names are subject to final approval by Town staff at the technical review stage.
- B.** Private streets, aisles or drives in PUD's, which provide vehicular access and abut subdivided lots, shall be named. The site will receive a single address based on the public street on which it fronts. Lots, homes, units and spaces, within the project will be assigned a sub-address by the Town staff for mail delivery, emergency or other service needs.